

From: CLK Council Info
Sent: Tuesday, May 26, 2015 3:48 PM
Subject: Budget Speaker Registration/Testimony
Attachments: 20150526154821_EAN - Testimony for HCC Bill 24 - 5.26.15.pdf

~~Speaker Registration~~/Testimony

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Name(*)	Joslyn Bantilan
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Email (*)	abeasley@awlaw.com
Meeting Date (*)	2015-05-27
Council/PH Committee (*)	Budget
Agenda Item (*)	Bill 24, CD1
Your position on the matter (*)	Support
Representing (*)	Organization
Organization	Enterprise Holdings, LLC
Do you wish to speak at the hearing? (*)	Yes
Written Testimony	
Testimony Attachment	20150526154821_EAN - Testimony for HCC Bill 24 - 5.26.15.pdf
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**Testimony of
Joslyn Bantilan for
Enterprise Holdings, LLC**

DATE: May 26, 2015

TO: Ann Kobayashi, Chair
City and County of Honolulu, Committee on Budget

RE: **Bill 24, Proposed CD1 – Relating to Car Sharing**
Hearing Date: Wednesday, May 27, 2015 at 9:00 am

Dear Chair Kobayashi and Members of the Committee on Budget:

I am Joslyn Bantilan, sales executive for the car sharing division of EAN Holdings, LLC, operating Enterprise Rent-A-Car, Alamo Rent-A-Car, National Car Rental, Enterprise CarShare and Enterprise RideShare (Van Pool) (collectively referred to as “Enterprise”).

Enterprise **supports** the current language of Bill 24 proposed CD1, which establishes a program to dedicate parking stalls for use by car sharing organizations at City parking spaces and facilities.

The Enterprise car sharing model, which is employed by other companies as well, is based on having car sharing vehicles available at fixed locations for round trips. A different model, also provided for in the bill, enables users to leave the vehicle near their destination in one-way trips. Although reserved stall car sharing and free floating car sharing models differ slightly, they appeal to the same basic customer.

Enterprise supports this measure because it sets the annual fee for both reserved stalls and free floating decals at the same rate of \$1,500. We recognize that there has been much discussion about this measure, and appreciate that the current language treats the two different car sharing models the same. Regardless of the slight variations of their respective models, the fact is that the companies involved in car sharing are competitors. Therefore, if the fee for one model is less than the fee for the other, the company with the lower fee has a distinct advantage over the company with the higher fee.

We are therefore happy to say that we can fully support the current CD1 because it is equitable and establishes a system that does not favor one business model over another, while also providing a fair return to the City and servicing car share users.

Thank you for the opportunity to submit testimony on this measure.